

**BY ORDER OF THE COMMANDER
HEADQUARTERS 377TH AIR BASE WING (AFMC)
KIRTLAND AIR FORCE BASE,
NEW MEXICO 87117-5606**

KAFB INSTRUCTION 32-2001

1 NOVEMBER 1994

Civil Engineer



CRASH RESCUE PROFICIENCY TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 32-20, Fire Protection, and incorporates guidance contained in AFI 32-2001, The Fire Protection Operations and Fire Prevention Program. This instruction sets up Kirtland Air Force Base (KAFB) policy and assigns responsibility for implementing crash rescue proficiency training. It gives guidance and authority for scheduling and conducting effective, aggressive and integrated training to prevent the loss of lives and aerospace vehicles by fire at this base. It applies to all associate units with flying missions on KAFB.

Summary of Revisions

Revises egress training requirements in accordance with guidelines set forth in AFI 32-2001, The Fire Protection Operations and Fire Prevention Program.

1. Responsibilities.

- 1.1. The Base Civil Engineer (CE) is responsible for the overall enforcement of this instruction.
- 1.2. The Fire Chief, Fire Protection Flight (CEF), is responsible for the overall administration of the proficiency training program. The Fire Chief or the Fire Protection Flight Training Officer will:
 - 1.2.1. Set up training requirements.
 - 1.2.2. Coordinate with the flying wings' schedulers to schedule aircraft and aircrew members.
 - 1.2.3. Prepare a memorandum for the flying wing commanders, flying safety officers, squadron commanders, schedulers and medical group commander. Memorandum will include the type of aircraft, date, time and duration of training.
 - 1.2.4. Evaluate and improve training on a continuing basis.
 - 1.2.5. Ensure realistic training, i.e., firefighters fully dressed in protective ensembles.

1.2.6. Make sure that a pre-exercise briefing is given to all personnel participating in the training exercise.

1.3. The Commander of each organization will:

1.3.1. Provide the aircraft.

1.3.2. Coordinate with Fire Protection Training Flight (CEFOT) when aircraft cannot be made available for training.

1.3.3. Ensure aircraft is located outside and isolated from other aircraft to allow freedom of movement by firefighting vehicles.

1.3.4. Ensure aircraft with ejection seats are in a "red cross" status. (NMANG)

1.3.5. Ensure that egress personnel have inserted all safety and maintenance pins and disconnected pyrotechnic devices. (NMANG)

1.3.6. Set up aircraft systems in such a way that the controls can be operated safely during the egress exercise without damage to the aircraft. The aircraft crew chief will place the controls in position for firefighters to operate to an inert position.

1.3.7. Provide a crew chief for the aircraft to give technical help and instructions as requested by firefighters.

1.4. Aircrew training squadron commanders will provide aircrew members, fully suited in flight gear, for each crew position on the aircraft to ensure thorough and realistic training.

1.5. The medical group commander will ensure that ambulance crews participate in training exercises with firefighting rescue crews; one quarterly exercise per mission-assigned aircraft.

2. Frequency of Training.

2.1. Frequency of training is set up in accordance with AFI 32-2001, Attachment 2.

2.2. Aircraft crew extraction and hands-on egress training will be conducted quarterly for each mission-assigned type aircraft.

2.3. Annually at least one crew extraction exercise for each mission-assigned type aircraft will be conducted during the hours of darkness.

3. Evaluation .

3.1. Each training session will be evaluated by the Training Chief, Fire Protection Flight, flight crew members and flight medicine representative.

3.2. Evaluators will make sure that rescue personnel are proficient in rescue procedures.

4. Safety .

4.1. The purpose of this training is to ensure actual rescue efforts can be performed quickly without increased hazard to either rescue personnel or rescuees.

4.2. All responding vehicles will comply with speed limits and all traffic rules and signals.

4.3. All vehicles will energize red lights upon arrival at the aircraft.

4.4. Any evaluator, firefighter or rescuee may inform the senior evaluator or fire officer of any perceived hazard. Training will be suspended or terminated until the hazard has been abated.

BARBARA L. SAWYER, Capt, USAF
Chief, Base Information Management